

RESPONSE TO EX PARTE QUAYLE ACTION
U.S. Appln. No. 09/816,146

IN THE CLAIMS:

Listing of Claims:

1. (currently amended) A power transmitting system for a vehicle, in which driving force provided from a transmission coupled to a laterally mounted front drive engine is distributed to front and rear wheels through a transfer disposed behind said engine, said transfer comprises:

a transmission shaft section;

a pair of bevel ~~gear~~ gears which changes a transmission direction of the driving force;

a first gear provided on said transmission shaft section having said transmission direction being changed by one of said bevel ~~gear~~ gears;

a second gear engaged with said first gear, which shifts an axis of said transmission shaft section in parallel;

an output shaft which is rotatably inserted into a gear shaft of said second gear so that the driving force is transmitted to said transmission shaft section; and

a coupling mechanism section which controls a transmission torque between said gear shaft of said second gear and said output shaft, wherein

said coupling mechanism section is disposed on an axis of said second gear, and is ~~more~~ cloesly closer to said engine than said second gear.

2. (original) The power transmitting system according to claim 1, comprising:

a coupling mechanism-containing chamber which contains said coupling mechanism section independently provided in a transfer case of said transfer; and

a seal member made slidably contacted around said gear shaft of said second gear extendedly provided into said coupling mechanism-containing chamber in such a manner that a

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liquid tight separation between said coupling mechanism-containing chamber and other containing chambers containing other parts is performed.

3. (original) The power transmitting system according to claim 1, wherein said coupling mechanism section is a hydraulic multi plate clutch.

4. (original) The power transmitting system according to claim 1, wherein said coupling mechanism section is a coupling which generates a transmission torque depending on a difference between a front wheel rotation and a rear wheel rotation or on an input torque.

5.-16. (canceled)